9th DISTRICT LOCAL NOTICE TO MARINERS
02/05 WEEKLY EDITION 2004
11 January 2004

Issued by: Commander (oan)
Ninth Coast Guard District
1240 East Ninth Street,
Cleveland, OH 44199-2060
Telephone: (216) 902-6069

Numbers within brackets [/] refer to the LNM where information was first printed. Direct questions about this LNM to the above address. The Weekly Supplemental editions of the Local Notice to Mariners contain only information subsequent to the issue date of the Monthly edition. To ensure having complete information concerning the waterways within the Ninth Coast Guard District, consult Monthly Edition 01/05.

District Nine Internet Address http://www.uscg.mil/d9/uscgd9.html
** NIS watchstander, 24 hours a day at (703) 313-5900 ** **Internet Address** http://www.navcen.uscg.gov/
Light List Reference: Commandant Publication P16502.7, VOL VII, 2004 Edition / Coast Pilot Reference: 2004 U.S. Coast Pilot 6 Great Lakes 34th Edition
Coast Pilot Corrections Reference download web page: http://nauticalcharts.noaa.gov/nsd/cpdownload.htm
The Local Notice to Mariners is available on the Internet at http://www.navcen.uscg.gov/lnm/d9/default.htm. You will also have links to other government agencies' web pages including the US Army Corps of Engineers and the National Ocean Service.
REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

The Ninth District and all Group offices for their areas of responsibility issue a ***BROADCAST NOTICE TO MARINERS***.
The following *Broadcast Notice to Mariners* have been incorporated into this week's Local Notice to Mariners:

Group Buffalo, NY	B171-04	through	B001-05	**Ninth District**	C087-04	through	C001-05
Group Detroit, MI	D001-04	through	D003-05	**Group Grand Haven, MI**	G132-04	through	G132-04
Group Milwaukee, WI	M002-04	through	M005-05	**Group Sault Ste Marie, MI**	S003-04	through	S007-05

I. SPECIAL NOTICES

U.S. COAST PILOT 6 – 2004 (34th) Edition – Change No. 22 and 23
Changes No. 22 and 23 to the U.S. Coast Pilot 6, Great Lakes 2004 34th Edition can be found in Enclosure (1 and 4) or at: http://nauticalcharts.noaa.gov/nsd/cpdownload.htm [02/05]

LORAN-C OPERATIONS, - LORSTA DANA - (RATE 8970-M/9960-Z)
This is a proposal to authorize LORSTA DANA, Indiana (RATE 8970-M/9960-Z) unusable time from 1400 GMT to 2200 GMT 20 January 2005. The Alternate time will be from 1400 GMT to 2200 GMT 21 January 2005. Objections will be considered until 1800 GMT 14 January 2005. Users shall address inquiries to the North Eastern U.S. Loran –C Chain Operations Control Officer (LT Luci Bookhammer) at 703-313-5887. Current Loran-C status is available 24 hrs/day through internet address: http://www.navcen.uscg.gov [53/04]

LAKE ERIE - Fairport Harbor – Shoaling – Chart 14837
Shoaling has been reported in the vicinity of the Western Approach to the Fairport Harbor Breakwaters. In posit 41-46.248N, 081-16.824W, depth was reported to be 18ft. All mariners are urged to use caution while transiting the area. [43/04]

LAKE ERIE, DETROIT RIVER, LAKE ST. CLAIR, ST. CLAIR RIVER, LAKE HURON, SAGINAW BAY – Severe Ice Conditions – Charts 14820 and 14860
Due to the existing severe ice condition in the group/ MSO Detroit area of Responsibility and the threat it poses to mariners and the port, special measures are necessary. All tugs and barges intending to transit through the group Detroit area of responsibility (including the U.S. waters in Lake Erie, The Detroit – St. Clair River corridor, Lower Lake Huron, and Saginaw Bay) must give advance notice six hours prior to the scheduled dock departure or entrance into The Group Detroit Area of responsibility. These same vessels must also file a transit plan with the Cognizant U.S. Coast Guard captain of the Port. This transit plan shall include detailed information on the tug and barge, the master's experience, and voyage plans. A form for submitting this plan may be obtaine3d from the Cognizant Captain of the Port or the Group Detroit Operations Center. Plans submitted for review would demonstrate a high level of confidence that a safe transit through each COTP zone is likely to occur within the confines of the vessel and crew capabilities. A Captain of the Port decision will be made based on the submission of the faxed tug and barge transit plan. The requirements still remain for vessels to inform Sarnia traffic in advance of their proposed transit and to arrange for ice breaking support. This system will remain in effect until the present ice condition abates. [02/05]

LAKE ERIE, DETROIT RIVER, LAKE ST. CLAIR, LAKE HURON – Operation Coal Shovel – Chart 14820
Commander Coast Guard GRU/ MSO Detroit has commenced Operation Coal Shovel as of 211621Z DEC 2004. COTP Detroit directs all vessels (or their company representatives) to provide an estimated time of arrival (ETA) six hours prior to entering Operation Coal shovel's Area of Responsibility. ETA reports may be made via landline (313-568-9560). Vessel ETA'S must be updated whenever the arrival time changes more than six hours. No advance notice will be given for ice breaking operations in The South Channel Of Seaway Island, Lake St. Clair. [02/05]

DETROIT RIVER – Livingstone channel – Chart 14848
IAW provisions of U. S. 33 CFR 162.134 (D) governing the connecting waters from Lake Huron to Lake Erie and the Canadian St. Clair and Detroit River navigation safety regulations Para 20 (1) and (2), Both upbound and downbound traffic will be permitted in the Livingstone Channel effective 202100Z Dec 04, Subject to the following conditions:
Vessels shall not meet or pass in the Livingstone channel between Livingstone Channel Upper Entrance LT (LLNR 7195) and Bar Point Pier D33 LT (LLNR 6995). Upbound vessels shall report to MCTS Sarnia on VHF Channel 12 one hour prior to entering the normal one-way portion of the Livingstone Channel and again upon exiting that portion of the channel. Downbound vessels shall include in their Normal reports to MCTS Sarnia at the Belle Isle LT check-in point an ETA to entering the Livingstone Channel and shall report again upon exiting. Downbound vessels reporting at the Grassy Island Light check-in point in advance of the Livingstone channel shall have the right-of-way over upbound vessels, which have not reported at the Detroit river light (LLNR 6885). However, ice and weather conditions may create a need for upbound vessels to clear the Livingstone channel prior to downbound transits. MCTS Sarnia will prioritize traffic as necessary to resolve conflicts between upbound and downbound traffic. [53/04]

LAKE HURON – Saginaw Bay – ATON Offstation – Chart 14867
All aids to navigation marking the main shipping channel in Saginaw bay leading into the Saginaw River should be considered off station. All mariners are advised to use caution while transiting the area. [53/04]

GREEN BAY, MI – Menominee River – Uncharted Shoal – Chart 14917
The Coast Guard advises all vessels transiting to Marinette/Menominee that an uncharted shoal has developed at the entrance to the Menominee River just south of the red Menominee Entrance Buoy 2 and extending South Westerly to the channel's centerline. On December 2, 2004, unofficial soundings measured the depth above the shoal at 21.7 feet in approximate position 45 06.001' N, 087 34.613' W. Depths of 20-23 feet were also found in the channel extending eastward from the Ogden Street Bridge. Mariners are reminded that the charted depth of the channel as shown on NOAA chart 14917 is 20.0 feet and any attempts to enter the channel at a greater draft are not prudent. Questions can be directed to MSO Milwaukee at 414-747-7155 or, after hours, 414-747-7182. [51/04]

LAKE MICHIGAN – Michigan City Harbor, IN – Shoaling – Chart 14905 and 14926
Shoaling has been reported in the mouth of trail creek, Michigan City, IN [53/04]

LAKE MICHIGAN – Holland Channel, Holland, MI – Shoaling – Chart 14906 and 14932
The Coast Guard has a report of significant shoaling inside the Holland channel. The Depth of water has been reported to be 14 to 15 feet just inside the breakwall. The Army Corps of Engineers will conduct soundings after the holidays. All vessels should transit the area with caution. [53/04]

LAKE MICHIGAN – Grays Reef Passage – closure – Chart 14911
In Accordance with 33 CFR 165.901 Captain of the Port Sault Ste Marie closed Grays Reef Passage, Effective 1100 Local 31 DEC 2004 [01/05]

LAKE MICHIGAN – Bay of Green Bay and Rock Island Pass – Ice Breaking Operations – Chart 14909
Coast Guard Group Milwaukee has commenced icebreaking operations on Lake Michigan under Operation Oilcan. To facilitate these operations, vessels entering Green Bay are requested to provide a minimum six hour advance notice of estimated arrival to Rock Island Pass. Vessels departing Green Bay are requested to provide estimated time of departure from port. Mariners should provide an update whenever previously reported estimated arrival or departure times change by more than two hours. Reports should be made to Group Milwaukee via VHF-FM Ch. 22 or phone at (414) 747-7182. The Coast Guard will evaluate requests for icebreaking assistance based on the nature of the situation as well as the availability and adequacy of commercial icebreaking resources. If such commercial icebreakers are both available and adequate, they are to be used. If not, federal icebreakers may be dispatched to assist as appropriate. [02/05]

LAKE MICHIGAN – Operation Oil Can Activated – Chart 14901
Operation Oil Can will commence effective 1900Z 03 JAN 2005. Building ice conditions are creating difficult ice conditions on Green Bay near Sherwood point. Basic Towing, Inc., Selvick Marine Towing and Great Lakes Towing Company are available to provide commercial ice breaking assistance in the area. [02/05]

LAKE MICHIGAN – Chicago Sanitary Ship Canal – Chart 14905
Mariners are advised to use extreme caution when transiting the area in the vicinity of the electric fish barrier located at MM 296.5 on the Chicago Ship and Sanitary Canal due to the potential for electrical discharges between metal components onboard barges transiting the area. Recent Testing has verified the occurrence of electrical discharges. As a result, the COTP Chicago advises towboats not make or break tows from the North side of the Romeo Road Bridge to the Pipeline Arch located at MM 296.7. In Addition, Mooring or laying up on the right or left descending bank from the north side of the Romeo Rd Bridge to the Pipeline Arch at MM 296.7 is highly discouraged. The COTP further advises that towboats should avoid passing in the vicinity of the fish barrier, and tows transiting the area be made up with wire ropes to ensure electrical connectivity between all portions of the tow. [02/05]

ST. MARYS RIVER – Munuscong Lake to Sault Ste Marie - Shoaling – Charts 14883,14884
The US Army Corps of Engineers have located shoaling in the vicinity of the Bayfield Dike Light. Shoals as much as 1.5 ft above the project depth of 28 ft have been observed. The shoaling area is located approximately 850 feet west of the Bayfield Dike Light, 500 feet long and 40 feet towards the channel. Mariners are advised to use caution when transiting this area. [34/04]

ST. MARYS RIVER, MI – Drummond Island – Fallen Crane – Chart 14882
The Coast Guard has reported a fallen crane located southeast of the opening to the St. Marys River at position 45°55’09.72”N, 083°49’31.74”W. All Mariners are advised to use caution while transiting the area. [49/04]

ST. MARYS RIVER – St. Marys Falls Canal, MI – Chart 14884
The MacArthur and Poe Locks will remain operational on a 24-hour basis through 15 January 2005 or until commercial traffic ceases, whichever occurs first. Operators of vessels that will be transiting the locks during the January lock operational period will keep the Engineer-in-Charge advised of their schedules. All inquiries should be addressed to CELRE-OT-T and should refer to Notice to Navigation Interests No. L04-81. Internet address: http://www.lre.usace.army.mil Go to: Detroit Home Page, Who We Are, Operations Home Page. [53/04]

ST. MARYS RIVER – West and Middle Neebish Channels – Chart 14883
To keep adjacent ice fields intact, mariners transiting the St. Marys River are asked to Monitor the wake and displacement of their vessels to prevent incidental icebreaking. This is especially true in the vicinity of the Ferries, West and Middle Neebish Channels. [53/04]

ST. MARYS RIVER – De Tour Passage to Munuscong Lake – Chart 14882
In Accordance with 33 CFR 162.117 Captain of the Port Sault Ste Marie closed pipe island North and East channels, effective 0900 Local 02 JAN 05. [02/05]

LAKE SUPERIOR, ST MARYS RIVER and STRAITS OF MACKINAC – Operation Taconite – Charts 14961, 14860, and 14883

Commander Coast Guard Group Sault Ste Marie has commenced Operation Taconite. To enhance the coordination of ice breaking resources COTP Sault Ste Marie directs all vessels (or their company representatives) to provide an estimated time of arrival (ETA) for down bound Whitefish Point, up bound Detour Reef LT, Eastbound Lansing Shoal LT, Westbound Round Island or the Western Superior ports and terminals, as appropriate to the particular voyage or transit. ETA reports may be made via land line (906) 635-3232, email (vts@grusaultstemarie.uscg.mil) or VHF radio to VTS St Marys River (AKA "SOO TFC"). Vessel ETA's must be updated whenever their arrival time changes by more than six hours. Upon request, "SOO TFC" will provide the latest ice conditions and name of the icebreaker serving the respective transit area. Mariners are asked to establish VHF radio contact with the servicing icebreaker on VHF-FM channel 16 approximately one hour before reaching the appropriate service area. St. Marys river winter reporting points and winter speed limits are in effect. [01/05]

II. DISCREPANCIES IN AIDS TO NAVIGATION as of 1000 January 11, 2005

This section lists all changes to discrepancies. The following abbreviations are used:

B	Buoy	BKW	Breakwater	(C)	Canadian Aid
CHL	Channel	DAM	Damaged	DAYBD	Dayboard
DBN	Daybeacon	DECOM	Decommissioned	DISCON	Discontinued
ENT	Entrance	ESTB	Established	EXT	Extinguished
F/S	Fog Signal	HBR	Harbor	IMCH	Improper Characteristic
INOP	Inoperative	JCT	Junction	LB	Lighted Buoy
LBB	Lighted Bell Buoy	LGB	Lighted Gong Buoy	LHB	Lighted Horn Buoy
LIB	Lighted Ice Buoy	LT	Light	LWP	Left Watching Properly
OBST	Obstruction	OFFSTA	Off Station	MSLDG	Misleading
(P)	Private Aid	PARSUB	Partially Submerged	PAROBSC	Partially Obscured
PHD	Pierhead	RBN	Radiobeacon	RAC	Racon
DIM	Reduced Intensity	RELDRG	Relocated for dredging	RELSHL	Relocated for Shoaling
RELCON	Relocated for Construction	RF	Range Front	RPTD	Reported
RR	Range Rear	(SLS)	St. Lawrence Seaway Devel Corp	SND CONT	Sounding Continuously
TRUB	Temporarily Replaced With A B	TRLB	Temporarily Replaced With A LB	TRLT	Temporarily Replaced With A Light
W/M	Winter Mark				

A. RECENT DISCREPANCIES

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
2075	OSWEGO HBR E BKW LT	STRUCTURE DAM	14813	B165-04	52/04
3450	DUNKIRK HBR B 9	OFFSTA	14823	B089-04	15/04
4120	E BSN CHL B 8	PART SUBMGD	14839	D237-04	53/04
6050	MAUMEE BAY ENTR LT 2	LT EXT	14847	D233-04	50/04
6145	MAUMEE BAY B 19	OFFSTA	14847	D239-04	54/04
11870	CHEBOYGAN RVR DBN 18	MISSING	14881		51/04
12580	ROUND ISL PASS LT	LT EXT	14881	S005-05	02/05
13070	MUNUSCONG CHL LIB 9	OFFSTA	14883	S233-04	01/05
14425	ROUND ISL LT 26	LT EXT	14884	S007-05	02/05
20805	GENERATING STA S INTAKE CRIB LT 6 (P)	LT EXT	14903	M316-04	53/04

B. DISCREPANCIES CORRECTED

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
8260	WINDMILL PT LT	LT EXT	14848	D003-05	02/05
8420	LK ST CLAIR LB 2	PARSUB	14850	D244-04	54/04
8475	LK ST CLAIR LB 13	LT EXT	14850	D236-04	52/04
8525	LK ST CLAIR LT	LT EXT	14850	D251-04	01/05
13340	MID NEEBISH CH LB 58	IMCH	14883	S003-05	01/05

III. TEMPORARY CHANGES IN AIDS TO NAVIGATION as of 1000 January 11, 2005

A. TEMPORARY CHANGES

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.
4350	LORAIN HBR LT 6	TEMP RELCON	14841		35/03
6450	LUNA PIER MARINA BKW LT 1 (P)	TEMP DISCON	14846	D224-01	23/01
6455	LUNA PIER MARINA BKW LT 2 (P)	TEMP DISCON	14846	D224-01	23/01
14540	LITTLE LAKE HBR LT 2	TEMP DISCON	14962	S046-03	06/03
19002	GRAND RIVER B 3B	TEMP ESTB	14933		26/04
21305	PLUM ISL FR LT	TEMP LT DIM/CHAR CHNG TO Q FL	14909	M231-04	33/04
21310	PLUM ISL RR LT	TEMP LT DIM/CHAR CHNG Iso 6s	14909	M230-04	33/04
21591	LITTLE FISHDAM RIVER ACCESS LT (P)	TEMP DISCON	14908	M050-01	09/02

B. RECENT TEMPORARY CHANGES CORRECTIONS

LLNR	Name of aid	Status	Charts Affected	BNM Ref.	LNM Ref.

NONE.

IV. CHART CORRECTIONS

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number. The correction listed pertains to that chart only. It is up to the mariner to decide what charts are to be corrected. The following example explains the individual elements of a typical correction.

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Reference datum	Source Agency of correction	Current Notice to Mariners
14922	17th ed.	4/25/92	Last LNM 12/93	NAD 83	(CGD9)	17/93
	MANITOWOC AND SHEBOYGAN HARBORS					
	Change	Manitowoc South Breakwater Light to "3" Fl G 2.5s, 37ft 8 StM			44-05-29.00N	087-38-37.00W
	Corrective action	**Object of corrective action**			**Position**	

The letter (**M**) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000° true. Bearings of light sectors are toward the light from lakeward.

14863	30th ed.	10/20/01	Last LNM 53/04	NAD 83	(NOS NW-10098)	02/05
	SAGINAW BAY (LORAN C)					
	Add	obstruction with ½ ft sounding, and label: Obstn centered at			43-48-24.10N	083-43-04.90W
14867	26th ed.	07/03	Last LNM 11/04	NAD 83	(NOS NW-10098)	02/05
	SAGINAW RIVER					
	(Entrance Channel)					
	Add	obstruction with ½ ft sounding, and label: Obstn centered at			43-48-24.10N	083-43-04.90W
	(Saginaw River Michigan)					
	Add	Tabulation - Saginaw River		(NOS NW-10007) centered at	43-25-22.00N	083-54-00.00W
	Change	depth legend - Saginaw River - 15 FT 2004 (NOS NW-10098) at			43-27-19.30N	083-55-31.78W

V. ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION

Lake Erie – Upper Niagara River – Chart 14832
The following buoy has been replaced with unlighted buoy from 07 December to May 07:
Strawberry Island Cut Lighted Buoy 1 (LLNR 2985)
The following buoys have been changed from seasonal to annual and will remain on station all year:
Strawberry Island Cut buoy 14 (LLNR 3090)
Strawberry Island Cut buoy 18 (LLNR3110)
Tonowanda Channel buoy 21 (LLNR 3140) [53/04]

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

Lake Erie – South Shore of Lake Erie – Chart 14842
The Coast Guard is proposing to...

Disestablish	Sandusky Bay Channel Buoy 1 (LLNR 5035)
	Sandusky Bay Channel Buoy 5 (LLNR 5050)
	Sandusky Bay Channel Buoy 6 (LLNR 5055)
	Sandusky Bay Channel Buoy 7 (LLNR 5060)
	Muddy Creek Buoy 10 (LLNR 5075)
	Muddy Creek Buoy 11 (LLNR 5080)
	Sandusky Bay Channel Buoy 16 (LLNR 5097)
	Sandusky Bay Channel Buoy 19 (LLNR 5105)
	Sandusky Bay Channel Buoy 22 (LLNR 5111)
	Sandusky Bay Channel Buoy 25 (LLNR 5125)
Change	Sandusky Bay Channel Buoy 3 (LLNR 5040) to Muddy Creek Bay Buoy 1 (LLNR 5035)
	Sandusky Bay Channel Buoy 4 (LLNR 5045) to Muddy Creek Bay Buoy 2 (LLNR 5040)
Rename	Muddy Creek Buoy 8 (LLNR 5065) to Muddy Creek Bay Buoy 6 (LLNR 5060)
	Muddy Creek Buoy 9 (LLNR 5070) to Muddy Creek Bay Buoy 9 (LLNR 5075) [45/04]

Lake Huron – Harbor Beach – Chart 14860
Change the following buoys from private to federal Aids to Navigation and maintained from Apr 1 to Dec 1.
Harbor Beach Marina buoy 1 (LLNR 10195) will be lighted with Fl G 4s
Harbor Beach Marina buoy 3 (LLNR 10200) will remain unlighted [53/04]

Lake Huron – Considered Disestablishment – Chart 14864
The Coast Guard is considering disestablishment of Sturgeon Point Light (LLNR 11345). The Lighthouse and associated building will be transferred under the National Historic Lighthouse Preservation Act. [37/04]

Lake Huron - Harbor Beach Light, On-Demand Fog Signal - Chart 14862
The Coast Guard is proposing to solarize and install an on-demand fog signal system in Harbor Beach Light (LLNR 10130). Energize the fog signal by keying VHF microphone on channel 79 five times. The changes would occur in May 2005. [45/04]

Lake Michigan – Muskegon Lake – Chart 14934
MUSKEGON S BKW LIGHT (LLNR 18705) reduce light range from 7 to 5 miles. Energize the fog signal by keying VHF microphone on channel 79 five times. The changes would occur in May 2005. [49/04]

Lake Superior – Keweenaw Waterway – Chart 14972
Change the following buoy from unlighted to lighted Fl G 4s 3 mile range:
Keweenaw Waterway buoy 51 (LLNR 15030) [53/04]

For any comments or questions on these proposed changes please contact BMCS Sharp of the Ninth District Aids to Navigation office at (216) 902-6067.

VII. GENERAL NOTICES

LAKE ERIE – Erie Harbor – Waterways Analysis and Management System Study – Chart 14835
WAMS Survey for all mariners in the Erie Harbor. Please take the time to fill out the survey and add any comments you may have.
Link: http://www.zoomerang.com/recipient/survey-intro.zgi?p=WEB2242R9J9GNZ [02/05]
The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Erie Harbor Waterway. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:
Commanding Officer
USCGC Hollyhock (WLB-214)
P. O. Box 610786
Foot of Lincoln Ave.
Port Huron, MI 48061-0786
Phone: (810) 982-2684 [37/04]

DETROIT RIVER – East and West Channel – Waterways Analysis and Management System Study – Chart 14848
The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Detroit River East and West Channel Waterways. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:
Commander
USCGC Bristol Bay (WTGB 102)
110 Mt. Elliot Ave.
Detroit, MI 48204-4380
ATTN: LTJG Jim Hiltz
Phone: (313) 568-9548 [37/04]

LAKE HURON – Alpena Harbor – Waterways Analysis and Management System Study – Chart 14864
The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Alpena Harbor Waterway. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:
Commanding Officer
USCGC Acacia (WLB-406)
109 Bridge Park Drive
Charlevoix, MI 49720-9999
Phone: (231) 547-4447 [37/04]

LAKE MICHIGAN – Calumet, Indiana, and Chicago Harbor – Waterways Analysis and Management System Study – Chart 14928 and 14929
The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Calumet, Indiana and Chicago Harbor Waterways. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:
Commander
U. S. Coast Guard Group
2420 South Lincoln Memorial Dr.
Milwaukee, WI 53207-1997
ATTN: ATON Officer
Phone: (414) 747-7188 [37/04]

SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT
The LNM column is where the entry originally appeared and where detailed information may be obtained. The dates listed for completions are tentative.

Location	LNM	Subject	Hours / Days	Until
LAKE ONTARIO				
Irondequoit Bay, NY	45/04	BRIDGE CLOSURE	VARIOUS	31 MAR 05
LAKE ERIE				
Cleveland, OH	34/04	DREDGING	VARIOUS	03 JUN 07
Erie Harbor, PA	37/04	WAMS ANALYSIS	VARIOUS	TBD
Black Rock Lock, NY	39/04	DREDGING	VARIOUS	TBD
Toledo, OH	43/04	BASCULE REPLACEMENT	VARIOUS	07 MAR 05
Maumee River, OH	43/04,45/04	BRIDGE CLOSURE	VARIOUS	07 MAR 05
Buffalo Harbor, NY	28,35,47/04	BRIDGE MAINTENENACE	VARIOUS	31 JUL 05
Maumee River, OH	48/04	BRIDGE CLOSURE FOR REHABILITATION	VARIOUS	07 MAR 05
Ashtabula Harbor, OH	49/04	WINTER BRIDGE OPERATING SCHEDULE	VARIOUS	01 APR 05
Maumee River, OH	49/04	BRIDGE CLOSURE FOR REHABILITATION	VARIOUS	07 FEB 05
Cuyahoga River, OH	52/04	SCHEDULED BRIDGE MAINTENANCE	VARIOUS	13 FEB 05
Cleveland Harbor, OH	53/04	WINTER BRIDGE OPERATING SCHEDULE	VARIOUS	14 MAR 05

Location	LNM	Subject	Hours / Days	Until
DETROIT RIVER				
Fleming Channel, MI	25/04	BARGE OPERATIONS	24 HRS/ 7 DAYS A WK	TBD
East and West Channel	37/04	WAMS ANALYSIS	VARIOUS	TBD
ST CLAIR RIVER				
Pine River, MI	44/04,45/04	SUBMARINE CABLE REPLACEMENT	0700-1700/MON-SAT	15 MAR 05
LAKE HURON				
Alpena Harbor, MI	37/04	WAMS ANALYSIS	VARIOUS	TBD
LAKE MICHIGAN				
Manistee Harbor, MI	35/04	BRIDGE MAINTENANCE AND CLOSURE	24 HRS/ 7 DAYS A WK	30 APR 05
St. Joseph River, MI	43/04	REHABILITATION UPGRADES	VARIOUS	15 MAR 06
Indiana Harbor, IN	28/04	REPORTED OBSTRUCTION	24 HRS/ 7 DAYS A WK	TBD
Milwaukee Harbor, WI	43/04	WINTER BRIDGE OPERATING SHEDULE	VARIOUS	01 APR 05
Green Bay Harbor, WI	47/04	WINTER BRIDGE OPERATING SCHEDULE	VARIOUS	01 APR 05
Green Bay Harbor, WI	49/04	WINTER BRIDGE OPERATIONG SCHEDULE	VARIOUS	01 APR 05
Chicago Harbor, IL	50/04	BRIDGE CLOSURES SCHEDULED MAINTENANCE	VARIOUS	31 MAR 05
Chicago Harbor, IL	22/04,51/04	BRIDGE MAINTENANCE	0700-1630/ MON – FRI	15 MAR 05
St. Joseph River, MI	52/04	WINTER OPERATING SCHEDULE	VARIOUS	28 FEB 05
Calumet Harbor, IL	01/05	SCHEDULED REPAIRS	0730-1500/ MON – FRI	24 JAN 05
Sturgeon Bay, WI	01/05	WINTER BRIDGE OPERATING SCHEDULE	VARIOUS	15 MAR 05
ST. MARY'S RIVER				
Sault Ste Marie Locks, MN	51/04	BRIDGE CLOSURE FOR WINTER SEASON	24 HRS/ 7 DAYS A WK	Spring 2005
LAKE SUPERIOR				
Straits of Mackinac	21/04	BRIDGE MAINTENANCE - PAINTING	VARIOUS	DEC 06

VIII. LIGHT LIST CORRECTIONS, VOL VII, GREAT LAKES

(* Denotes the column in which a correction has been made or new information added.)

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
3090	-Buoy 14					Red nun. *	Replaced by nun from Dec. 7 to May 7. **02/05**
3110	-Buoy 18					Red nun. *	Replaced by nun from Dec. 7 to May 7. **02/05**
4155	*-East Basin Channel*		**Fl R** 4s		3	Red. *	Maintained from Apr. 14 to Dec. 7. **02/05**

IX. ENCLOSURES

(1) Change No. 22 to the U.S. Coast Pilot 6, Great Lakes 2004 34th Edition.
(2) Dry Cargo Residue Discharges in the Great Lakes; Correction.
(3) Tabulation of controlling depths - Chart 14867
(4) Change No. 23 to the U.S. Coast Pilot 6, Great Lakes 2004 34th Edition.

R J. PAPP, JR
Rear Admiral, U. S. Coast Guard
Commander, Ninth Coast Guard District

Coast Pilot 6 34th Ed 2004 Corrections

Page 337-Paragraph 294, lines 8-15; read:
river. In September 2004, the controlling depths were 17.9 feet (21 feet at midchannel) in the entrance and through the river mouth to the turning basin (except for shoaling to 10.3 feet along the NW edge of the channel near Light 4 and to 14.5 feet along the NW edge of the channel opposite the turning basin), thence 21 feet in the turning basin with lesser depths to 18.4 feet along the SE edge, thence 14.3 feet to just below the State Street bridge; thence in May 2003-September 2004, 5 feet to the lock at the head of the project.
(DDs 5813-16; NOS 14886)

Page 363-Paragraph 173, read:
In March-May 2004, the controlling depth was 22 feet in the entrance, through the outer basin and between the piers to the inner basin (except for lesser depths to 20.3 feet along the edges of the channel and shoaling to 13.4 feet in the right outside quarter of the entrance channel in the vicinity of the outer end of the S breakwater), thence the areas N and S of the entrance channel in the outer basin had a depth of 20 feet with lesser depths to 13.2 feet along the E edge of the N area, and to 15.1 feet along the SW edge of the S area; thence in October 2003, 16 to 18 feet in the inner basin (except for lesser depths to 12.7 feet in the NW corner and to 13.4 feet in the NE corner), thence 9.9 feet in the anchorage area.
(DD 5207; DD 4775)

Page 364-Paragraph 188, lines 5-7; read:
by lights; a fog signal is at the N outer end light. In June 2004, the controlling depth was 5.8 feet (7.6 feet at midchannel) in the entrance channel. The channel ...
(DD 5302)

Page 367-Paragraph 237, lines 4-8; read:
marked by lights. In April-June 2004, the controlling depth was 12 feet in the entrance and between the piers to the lake (except for shoaling to 7.1 feet in the NE corner of the entrance channel off the end of the N pier and a 9.2-foot shoal at the S edge of the channel near the entrance to Pentwater Lake). Currents in the channel attain velocities up to 3 ...
(DD 5377)

Page 367-Paragraph 247, lines 6-7; read:
is subject to extensive shoaling. In September 2004, the controlling depth was 9.1 feet between the piers and revetments ...
(DD 5794)

Page 377-Paragraph 334 through Paragraph 335, line 3; read:
In March-October 2004, the controlling depths were 17.5 feet (20.9 feet at midchannel) in the entrance and through the outer basin to Lake Macatawa, thence 19 feet (20.4 feet at midchannel) to Superior Point, thence 17.3 feet (19.9 feet at midchannel) to the turning basin (except for lesser depths to 16 feet along the N side of the channel between Buoy 9 and Buoy 11), thence 15 to 18 feet in the basin, thence 12.8 feet (16.5 feet at midchannel) to the head of the project.
A dredged settling basin extends 900 feet upstream from the upper limit of the project in Macatawa River. In September 2004, the basin had depths of 2 to 6 feet.
(DDs 5819-22; DDs 5592-96; NOS 14932)

Page 380-Paragraph 352, lines 1-2; read:
In March-May 2004, the controlling depth was 11.6 feet in the entrance channel and ...
(DDs 5247-50)

Page 422-Paragraph 660, lines 7-10; read:
In April 2004, the controlling depths were 9.1 feet in the right half and 11.3 feet in the left half of the entrance channel to Kenosha Light, thence 16.5 feet in the channel between the piers to the basin (except for lesser depths to 10.1 feet along the N edge of the channel), thence 16.8 to 24 feet in the basin (except for lesser depths to 12.9 feet along the W side), thence 9.3 feet to the 50th Street bridge.
(DD 5154; DD 5158)

Page 434-Paragraph 776, read:
In April 2004, the controlling depths were 14.9 feet in the right half and 2.7 feet in the left half of the entrance channel and through the S side of the basin to the mouth of the river, thence 19 feet at the E end of the N basin gradually decreasing to 14 feet at the W end, thence 2.8 feet to the head of the project.
(DDs 5047-48)

Page 460-Paragraph 1049, lines 8-21; read:
the inner end of the N pier are marked by lights.
In June 2004, the controlling depths were 17.0 feet (21 feet at midchannel) in the entrance and between the piers to the Ogden Street bridge (except for a 13.1-foot shoal at the S edge of the channel near the end of the S pier), thence 21 feet to the turning basin (except for shoaling to 14.2 feet and 19.4 feet in the right outside quarter and left outside quarter of the channel, respectively, just above the Ogden Street bridge), thence 17 to 21 feet in the turning basin with lesser depths along the SE side, thence 18.6 feet in the left half and 10.7 feet in the right half of the channel to Buoy 4, thence 7.8 feet to the upstream limit of the project.
(DDs 5395-98; NOS 14917)

Page 461-Paragraph 1067, lines 5-7; read:
submerged. The approach to the river is marked by buoys, and the outer end of the W pier is marked by a light. In June 2004, the controlling depth was 3.1 feet between the ...
(DD 5378; LL/04)

Page 505-Paragraph 285, lines 5-8; read:
light. In October 2004, the controlling depths were 3.1 feet in the right half and 4.2 feet in the left half of the entrance channel to the outer end of the W pier, thence 7 feet to the inner basin, thence 7 to 8 feet in the basin, thence 5.9 feet in the E channel and 5.8 feet in the SW channel.
(DD 5798)

DEPARTMENT OF HOMELAND SECURITY
33 CFR Part 151
[USCG-2004-19621]
RIN 1625-AA89
Dry Cargo Residue Discharges in the Great Lakes; Correction
AGENCY: Coast Guard, DHS.
ACTION: Notice of inquiry; correction.

SUMMARY: The Coast Guard published a document in the Federal Register of December 27, 2004, requesting information about the current status of dry cargo operations on the Great Lakes. The document contained an incorrect ACTION caption.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander Mary Sohlberg, U.S. Coast Guard, Environmental Standards Division, telephone: (202) 267-0713, e-mail: msohlberg@comdt.uscg.mil.

Correction

In the Federal Register of December 27, 2004, in FR Doc. 04-28227, (69 FR 77147), correct the ACTION caption to read:

ACTION: Notice of inquiry.

Dated: December 30, 2004.
David L. Nichols,
CDR, USCG Chief, Office of Regulations and Administrative Law, Acting.
[FR Doc. 05-215 Filed 1-6-05; 8:45 am]

BILLING CODE 4910-15-P

CHART 14867

SAGINAW RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2004

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH LWD (FEET)
ENTRANCE CHANNEL	18.8	23.2	19.7	10-03; 8, 9-04	350	13.70	27
THENCE TO BUOY 28	21.4	24.1	22.9	4-04	200	0.47	26
THENCE TO ESSEXVILLE TURNING BASIN	23.9	20.0	19.2	4, 6-04	200	2.27	25
ESSEXVILLE TURNING BASIN	11.5	21.4	15.5 A	6-04	630	0.37	25-20
THENCE TO GTW RR BRIDGE	20.6	22.8	23.0	6, 7-04	200	2.05	25
THENCE TO AIRPORT TURNING BASIN	18.2	21.2	18.0	7-04	200	3.90	22
THENCE TO BUOY 64	15.8	16.7	17.4	7, 8-04	200	3.20	22
THENCE TO INTERSTATE HWY 75 BRIDGE	17.7	21.7	19.8	8, 9-04	200	2.75	22
THENCE TO 6TH ST TURNING BASIN	14.2	17.5	13.3	9-04	200	3.10	22
6TH ST TURNING BASIN	12.9 B	11.0	12.9	9-04	650	0.20	22
THENCE TO C&O RR BRIDGE	15.7	13.9	10.7	9-04	200	0.17	22
THENCE TO CARROL ST.	15.4	15.6	13.0	10-77	200	0.30	16

A. SHOALING TO 13.5 FEET AT N 43°36'59.3" W 83°50'57.0"
B. SHOALING TO 8.5 FEET AT N 43°26'44.7" W 83°56'10.1"
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Coast Pilot 6 34th Ed 2004 Corrections

Page 119-Paragraph 1777, read:
(5) *Hammond Intake Crib*. All navigable waters bounded by the arc of a circle with a 100-yard radius with its center in approximate position 41º42'15"N., 87º29'49"W.
(52/04 CG9; CL 1817/04; FR 12/10/04)

Page 224-Paragraph 137, lines 5-7; read:
miles WSW of Buffalo Harbor Light. Depths of 18 feet extend about 0.4 mile N and 1 mile S from the shallowest part of the shoal.
(NOS 14833; LL/04)

Page 254-Paragraph 423, read:
In April 2004, the controlling depths were 25.1 feet (26.7 feet at midchannel) to the Lorain Yacht Basin, thence 23.9 feet (except for lesser depths to 19.5 feet along the channel edges) to the 21st Street bridge, thence 19.2 feet to the head of the project (except for lesser depths to 17 feet at the head of the project.) The turning basin on the SW side of the channel, 1.6 miles above the mouth, had depths of 16 to 20 feet. The two turning basins at the head of the project, one on the N side and the other at the head, had depths of 14 to 18 feet and 6 to 10 feet, respectively. The depths in both the E and W basins of the outer harbor were 20 to 23 feet with lesser depths along the edges.
(CL 1081/04; BPs 183984-85)

Page 270-Paragraph 604, lines 5-12; read:
lighted and unlighted buoys and a range. In May 2003-September 2004, the midchannel controlling depth was 17.4 feet in the entrance channel to the mouth of the river, thence the controlling depth was 19.3 feet in the river channel to the turning basin with gradual shoaling to 8 feet at the head of the project, thence depths of 17 to 18 feet were available in the turning basin with lesser depths in the NW corner. The channel is subject to extensive …
(DDs 4279-80; DDs 5874-79)

Page 271-Paragraph 621, line 1; read:
Charts 14830, 14848

Detroit River Light (42º00.0'N., 83º08.5'W.), 55 ...
(DOLE/04)

Page 278-Paragraph 30, lines 5-6; read:
of East and West Outer Channels. A racon and fog signal are at the light.
(LL/04)